

# SCORE MISSING, ONE DEAD IN SHIP BLOW-UP

**FINAL**  
EDITION

**The**

**Evening**

**World.**

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EDITION

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## THREE MORE BIG SHIPS TORPEDOED IN MEDITERRANEAN SEA BY U-BOATS

### BIG EXPLOSION ON OIL SHIP; VICTIMS BLOWN FOR BLOCKS AT BROOKLYN DRY DOCK

**Tank of Acetylene Gas Blows Up on Aztec in Brooklyn Dock—Score Caught in Hold May Be Dead.**

Shortly after 1 o'clock this afternoon a 10,000-gallon tank of acetylene gas on the Norwegian tank steamer Aztec, lying in Robbins Dry Dock, at the foot of Dwight and Beard Streets, Brooklyn, exploded with such terrific force that the forward plates of the ship were carried a distance of two hundred feet; one man named Anderson was blown to pieces, ten more were so badly burned and lacerated that they were rushed to the Holy Family and Methodist-Episcopal Hospitals, and eighteen more of the crew of forty were left unaccounted for.

There were about forty men in the engine room when the tank exploded and the death list is expected to include at least a third of them.

The Aztec became a mass of flames toward the bow immediately after the explosion, threatening two more adjoining tanks, each of 25,000 gallons capacity.

The Seth Low, and all the other fire boats available, were rushed to the scene and began a desperate battle to prevent the fire from spreading to the other tanks and to the steamer Roselands, which was lying alongside of her.

Aspera Nevada, twenty-one, a deckhand, living at No. 79 Bleecker Street, Brooklyn, was treated for a broken leg by a surgeon from one of the five ambulances that were sent for. His injury was so slight in comparison to those of the ten men sent to the hospital that he was not removed until later.

A human hand, supposed to be Anderson's, was found three blocks up the street from the dry dock. Fragments of the ship's rail were also discovered at the same distance from the ship.

#### DEAD AND MISSING.

OLE JACOBSON: body found on deck of S. S. Roselands.  
OLE ANDERSON: donkey engine man; missing.  
CHRISTIAN SHIEBLER: fourth engineer; missing.  
R. ALVAREZ: missing.  
DOMINGO: missing.

HENDRIK KRUG, chief engineer; missing.

#### INJURED.

CAPT. HELLISEN: Holy Family Hospital.  
EDWARD MASS, first officer; Holy Family Hospital.

(Continued on Second Page.)

### FORD PEACE PARTY WINS PLEA TO PASS THROUGH GERMANY

Kaiser's Government Grants Permission After U. S. Officials Gave Negative Reply.

#### HEAD FOR THE HAGUE.

Travel in Sealed Cars and Must Not Touch German Soil—Disband on Jan. 12.

COPENHAGEN, Jan. 3 (via London).—The German Government has granted the Ford peace expedition permission to travel to The Hague through Germany by special train. The party will leave Copenhagen next Friday.

The final arrangements for the trip were made through the German Consul in Copenhagen, who, after consultation with Berlin, announced that his Government was willing that the mission proceed through German territory. This privilege was granted despite the refusal of the American State Department to extend the passports of the members of the party to cover a belligerent country.

The conditions under which the Americans will travel are strict. Their train will be sealed, every one being locked within. No one will be permitted to touch German soil during the journey. The members of the mission will not be permitted to carry written, printed or typewritten papers. The concealment of any paper, even of an innocent character, will result in complications for the entire party.

Other things that the party must abandon before reaching German territory are cameras, post cards, opera glasses and gold coin. Most of the baggage of the expedition will be shipped back to the United States from Copenhagen.

It was announced that the expedition will disband at The Hague on Jan. 12, most of the members returning home from Rotterdam on that day.

That the peace expedition will be (Continued on Sixth Page.)

### \$30,000 HEART BALM VERDICT SET ASIDE

Court Voids Awards to Mrs. Ida M. McNabb in Suit Against Millionaire John S. Kinney.

WASHINGTON, Jan. 3.—A \$30,000 verdict in the breach of promise case which Mrs. Ida M. McNabb of Milwaukee, won in the District Supreme Court here several months ago against John S. Kinney, a millionaire mine owner and lumber man of Palatka, Mich., was reversed to-day by the Court of Appeals.

### RUSSIAN WARSHIPS SINK TWO SUBMARINES

Amsterdam Reports Loss of German U-Boats Off the Bulgarian Port of Varna.

AMSTERDAM, Jan. 3.—Russian warships have sunk two German submarines off the Bulgarian Black Sea port of Varna, according to reports reaching here to-day.

### GIRL'S LEGS SAVE TWO BOYS FIGHTING FOR LIFE IN WATER

Rose Krauss Lowers Her Feet From Bridge to Victims of Treacherous Ice.

#### THROW SEES RESCUE

Youngsters Pulled to Safety on Structure Over Van Cortlandt Park Pond.

A remarkable rescue, in which the sturdy legs of Miss Rose Krauss, sixteen years old, of No. 3484 Fort Independence Street, Kingsbridge, saved the lives of two venturesome boys who had fallen through the ice on one of the small lakes at Van Cortlandt Park, was witnessed by scores of spectators on the platform of the Van Cortlandt terminal of the subway shortly before noon to-day. The crowd cheered while the young girl climbed to safety with the boys hanging to her legs.

The rescued boys are John Carpenter, ten years old, and his brother Clarence, twelve, of No. 60 Arthur Street, Yonkers. They had been forbidden to skate on the big lake, and were on their way to a trolley car when the younger boy decided to try the ice on a pond known as "The Swamp," which is just to the left of the subway terminal.

About 200 feet from the station and on the park road is a bridge spanning the pond, and young John dropped from this to the ice below. It gave way under him and he sank in the water and disappeared. When he came to the surface his brother Clarence dropped down upon the ice and caught him. He was dragging him out when the ice broke under their combined weight and they both dropped back into the water.

Crowds coming from a subway train saw the boys struggling in the water. Miss Krauss, who had gone to the park to skate and had learned that the lake was closed, was nearest to them. She dropped her skates and hurried to the bridge under which the boys were fighting to keep afloat as the ice cracked beneath them.

Miss Krauss climbed under the railing of the bridge. The boys were in the water four feet below the bottom of the structure. The plucky girl held one of the bridge posts and lowered herself until her legs were in the water near the boys.

"Catch my legs," she cried. John and his brother each caught a leg and then Miss Krauss reached above to one of the railing boards and drew herself up. Several men were running to aid her, but before they arrived she had drawn herself to the level of the bridge and the numb boys had caught hold of the structure. They were drawn up by the men.

The boys and their girl rescuer were taken to the Skating House where they were given warm coffee and a change of clothes before they were sent to their homes.

### ASKS \$10,000,000 SINGER TAX

Ohio Commission Says Sewing Machine Company Is Lax.

COLUMBUS, O., Jan. 3.—The Ohio Tax Commission to-day announced it had ordered additions of approximately \$10,000,000 to the personal property returns of the Singer Sewing Machine Company of New York. The Commission's action was based on an investigation in which it was said officials learned the company had failed to report for taxation personal property between 1911 and 1915.

It is considered probable the Sewing Machine Company will contest payment in court.

### VIENNA AND BERLIN ASKED IF U-BOAT SANK THE PERSIA; TURKS WILL GET A WARNING

Severance of Diplomatic Relations Is Strongly Urged in Some Government Circles.

#### 250 LIVES WERE LOST.

Wilson May Ask Congress Leaders to Confer With Him on Next Step.

WASHINGTON, Jan. 3.—Secretary Lansing announced he had instructed Ambassador Penfield at Vienna to ask the Austrian Government for any information which might establish the nationality of the submarine which is said to have sunk the Persia and which would give the facts in the case.

During the morning Baron Zwiadinek, Charge of the Austrian Embassy, called on Secretary Lansing and asked that judgment be withheld until all the facts were known and expressed his belief that a final explanation would be satisfactory. He also sought any available information for the benefit of his Government.

Baron Zwiadinek assured Secretary Lansing that if it were proved that an Austrian submarine had sunk the Persia, his Government would give full reparation and satisfaction.

President Wilson's next statement on submarine warfare is likely to be a message addressed to the world to be an announcement of a "Wilson Doctrine" as to the rights of Americans the world over.

Technically it may be embodied in a message to Austria or to Germany, but it will be intended for all other nations and particularly for Bulgaria and Turkey, allies of the Central powers, according to report to-day.

In some Government circles there is a strong demand for immediate action on the part of the President, some suggesting a demand for the immediate recall of the German and Austrian Ambassadors here. In other circles there is a desire that the Government go slowly. A number of Senators who called at the White House to-day argued for the latter course.

Chairman Stone of the Senate Foreign Relations Committee conferred with Secretary Lansing at the Secretary's invitation, but was non-committal about the visit. He said he did not know whether the crisis would be considered by the Foreign Relations Committee just yet.

There seemed to be a growing impression in official quarters that tomorrow the President may call the Congress leaders together and acquaint them fully with the situation.

The State Department gave out two despatches containing information regarding the sinking of the Persia. The first, from Consul General Arnold at Cairo, dated Jan. 2, follows:

"P. & O. steamer Persia torpedoed forty miles southeast of Crete Thursday, 1.05 P. M., without warning. Nationally submarine was not visible. Sank in five minutes. About 250 passengers and crew, including many women and children. About 150 saved. Survivors picked up after thirty hours by British destroyer Majard. Reported that American Consul proceeding to port at Aden."

(Continued on Second Page.)

#### AMERICAN CONSUL WHO LOST HIS LIFE ON THE LINER PERSIA.



### WILSON HURRIES BACK TO TAKE UP SUBMARINE ISSUE

Cuts Short His Vacation and Will Be in Washington To-Morrow Morning.

WASHINGTON, Jan. 3.—The seriousness of the international situation caused by the news of the sinking of the British steamer Glengyle, following close upon the sinking of the Persia, caused President Wilson to-day to determine to cut short his vacation and return to Washington as soon as possible.

It was officially announced at the White House that arrangements had been completed whereby the President and his bride will leave the scene of their honeymoon late to-day and will arrive in Washington early to-morrow.

The urgency of the President's desire to reach the city caused railway officials to go to the utmost lengths to accommodate his wishes. Plans for getting him here by noon to-morrow were supplanted very quickly by an arrangement that made his return several hours earlier.

Reports gained circulation that the President would call a meeting of the Cabinet immediately upon his return.

The President has been in close touch with officials both at the White House and at the State Department for the last forty-eight hours.

In order to facilitate the return, a private car in which Joseph Harriman of New York arrived at Hot Springs this morning was taken for the President and Mrs. Wilson. The President was eager to start back sooner, but the railroad officials could make no quicker arrangements that would permit his departure to-night.

WINTER CRUISES TO WARMER CLIMATES. All routes, all rates, all times, including rates, and all other information, call on the World Travel Bureau, 400 Broadway, New York City. Telephone BR 4000. Advt.

### BRITISH LOSE TWO LINERS, GLENNGYLE AND ST. OSWALD; JAPANESE STEAMER SUNK

Ten Persons Out of 120 Passengers and Crew Missing From the 9,000-Ton Glengyle—The St. Oswald Was in the Government Service.

### JAPAN TO SEND WARSHIPS TO MEDITERRANEAN SEA

LONDON, Jan. 3.—Reports reached London to-day of the sinking of three more steamships in the Mediterranean by submarines—the British steamer Glengyle and the Japanese steamer Kenkon Maru and the St. Oswald, which was in the British Government service.

The St. Oswald displaced 3810 tons. Her movements had not been reported since Oct. 13, on which date she arrived at Mardos Island, from Alexandria. She was built in 1905 and owned by the British & Foreign Steamship Company of Liverpool.

The Glengyle of Glasgow, which was homeward bound from Shanghai, was sunk in the Mediterranean on Sunday. This was her second voyage. She displaced about 9,000 tons. Although ordinarily a freight ship the Glengyle had several passengers. The total number on board was about 120 persons, passengers and crew. All, with the exception of three Europeans and seven Chinese, were landed. So far as is known no Americans were on board.

It is possible that she was attacked by one of the same fleet of submarines that torpedoed the Persia and other steamers making for the Suez Canal in the same waters.

News of the sinking of the big Glasgow steamer reached here while the Admiralty was bending every effort to learn of the details of the sinking of the British liner Persia, with a loss of nearly 250 lives.

A moment later came word that the Japanese steamer Kenkon, owned by the Inni Gomei Kaisha Shipping Company, had been torpedoed. The crew, it was stated, was saved.

The Glengyle was a twin screw steamer owned by McGregor, Gow & Co. of Glasgow. She is the largest British merchant vessel, excepting the Lusitania and Arabic, sunk by a submarine since the beginning of the war.

There are six steamers owned by the Japanese company of the Kenkon Maru class, each numbered as "Kenkon Maru No. 2," etc., and it is not known which has been sunk. They range in size from 1,887 to 4,777 tons.

The Glengyle was a new steamer. She was built in 1914 at Newcastle and was owned by McGregor, Gow & Co. of Glasgow. She was 500 feet long and had a 62-foot beam.

It was rumored to-day that several more shipping firms will announce suspension of sailings through the Suez Canal within twenty-four hours as the result of increased activity by submarines. Because of the sinking of the Persia and the Glengyle it was predicted that insurance rates on shipping through the Mediterranean will be lifted until they are prohibitive.

### Japanese Warship Squadron To Guard the Suez Canal

TOKIO, Jan. 3.—Announcement is made by the Jiji Shimpo that a squadron of Japanese warships will sail for the Suez Canal, presumably to protect Japanese shipping. It is said the armored cruisers Kasuga, Tokiwa and Chitose have been assigned for this service.

The owner of the Japanese freighter Kenkon Maru has been advised that the vessel was sunk by a German submarine in the Mediterranean on Dec. 29. The members of the crew were landed at Cannes, France. The Kenkon Maru was under charter by a foreigner. She was loaded with hemp at Manila and sailed for Italy and England.

The Kenkon Maru was a steamer of 2,100 tons. She sailed from Manila Nov. 6.

The reported decision of the Japanese Government to send a squadron to the Suez Canal follows the sinking of two Japanese steamships in the Mediterranean. The passenger liner Yushima Maru was torpedoed off Port Said on Dec. 21. The freighter Kenkon Maru was sunk by a submarine on Dec. 29. Those on board both vessels were rescued. The Japan mail steamship company, which controls the bulk of Japanese shipping, has abandoned the Suez route.

On the eastern front the Russians continued their operations with patrols and other small detachments, but without success.

BERLIN (by wireless to Sayville), Jan. 3.—French artillery on Jan. 1 shelled the town of Luttrebach, in Alsace. The announcement says one girl was killed and one woman and three children were wounded as they were leaving church.

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